

SUMMARY OF PROPOSED COMMITTEE DRAFT:

Resolution 19-224 APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE KEEAUMOKU DEVELOPMENT CONDOMINIUM AND COMMERCIAL PROJECT.

THE PROPOSED CD1 makes the following amendments:

- A. In the second WHEREAS clause, clarifies the Project description to reflect that as proposed, the Project includes 836 market rate residential units, 128 affordable housing units, 88,000 square feet of ground floor commercial spaces, a 26,000 square-foot public park, a 1,500 square-foot community center, and other ground floor pedestrian and right-of-way improvements.
- B. In the fifth and last WHEREAS clauses, adds that the DPP's findings and recommendations on the Project, dated September 3, 2019, were received by the Council as Departmental Communication 632 (2019) on September 3, 2019.
- C. In Condition D, clarifies that the vehicle parking spaces are off-street parking spaces, and provides that the maximum number of vehicle off-street parking spaces is 1,571 (instead of 952).
- D. In Condition E, clarifies that the vehicle parking spaces are off-street parking spaces, and requires a minimum of 225 of the off-street parking spaces to be unbundled (instead of a requirement that all off-street parking spaces be unbundled).
- E. Revises Condition F to provide as follows.
 - 1. Applicant shall comply with the affordable housing requirements pursuant to Ordinance 18-10 ("AHR"), and the DPP's AHR rules adopted thereunder, including the room factor calculation. For-sale AHR units must remain affordable for a minimum of 30 years.
 - 2. AHR units must be evenly distributed throughout the Project, and must not be concentrated and located solely on the lowest residential floors;
 - 3. If, after applying the room factor, additional AHR units are required to comply with the AHR, the additional required AHR units must not be created by dividing previously proposed AHR units into more dwelling units.; and
 - 4. Applicant's compliance with the condition will be confirmed at the time the final affordable housing agreement is approved, which must be prior to the issuance of a certificate of occupancy ("CO") for the Project.

F. Revises Condition G.1 to provide as follows.

1. In addition to complying with the AHR of Ordinance 18-10 (as approved by the DPP), the Applicant shall provide as a community benefit at least an additional five percent of the total number of dwelling units in the Project (instead of an additional 49 dwelling units) as affordable to households earning 120 percent or below of the area median income ("AMI") for Honolulu, to remain affordable for a minimum of 30 years (the "affordable community benefit units" or "ACB units").
2. ACB units must be evenly distributed throughout the Project, and must not be concentrated and located solely on the lowest residential floors.
3. If the total number of residential dwelling units in the Project changes from 964, five percent of all dwelling units will be required as ACB units.
4. Application of the DPP's AHR rules, including the room factor calculation, is required.
5. If, after applying the room factor, additional ACB units are required, the additional required ACB units must not be created by dividing previously proposed ACB units into more dwelling units.
6. Applicant's compliance with this condition will be confirmed at the time the final affordable housing agreement is approved, which must be prior to the issuance of any CO for the Project.
7. Requires the Applicant to use good faith efforts to sell the ACB units. If the Applicant is not able to sell all ACB units to buyers of qualified households within a reasonable marketing period, the Applicant may request that the DPP Director approve a reduction of the 30-year affordability period for the remaining ACB units, and any such reduction approved by the DPP Director will be considered a minor modification allowed under the resolution.

G. In Condition G.2, clarifies that at a minimum, the park provided as a community benefit must be publicly accessible during similar hours as City parks maintained by the Department of Parks and Recreation, and moves the provision requiring revised park plans to be submitted to the DPP to new Condition H.8.

H. In Condition G.3, requires a public outdoor dining area of at least 3,000 square feet (instead of 5,000 square feet), and provides that the sitting walls, benches, and chairs (instead of tables and chairs) in the outdoor dining areas must be available for use by the general public.

- I. In Condition G.4, clarifies that car share spaces will not count towards the maximum off-street parking requirements specified in Condition D if they are available to the general public 24-hours per day.
- J. In Condition G.5, requires the Applicant to fund, construct, and provide space for (but not maintain) the bicycle sharing station and all bicycles.
- K. In Condition G.6, clarifies and moves the provision requiring right-of-way improvement plans to be submitted to the DPP to new Condition H.7.
- L. In Condition G.9, provides that traffic demand management measures to encourage use of alternative transportation modes include free, reduced fare, or reimbursement for transit passes for some (instead of all) Project employees and residents until December 31, 2016.
- M. In Condition G.10, clarifies that the 1,500-square-foot community center will be located in the commercial portion of the Project.
- N. In Condition H.2, clarifies that the updated plans showing parking structure design and layout must demonstrate compliance with all setbacks, height setbacks, and transitional height setbacks required in Condition C, and with the maximum number of off-street parking established in realphabetized Condition D.
- O. In Condition H.4, provides that the updated plans must show details of the type, location, and rack types for the 141 short-term and 490 long-term bicycle parking spaces. All short-term spaces must be located on the ground floor near entrances to the buildings or gathering areas such as the park. Seven long-term spaces provided for commercial uses must be located on the ground floor within the parking deck. Remaining long-term spaces may be located throughout the parking structure, must be located near the elevators or, if on the second floor, near the ramp. The bicycle rack system that is initially installed must satisfy 50 percent of the required bicycle parking spaces. A bicycle rack system to satisfy the remaining required bicycle parking spaces must be installed within six months after the receipt of the last certificate of occupancy for the Project. Moves and clarifies the bicycle sharing station provisions to new Condition H.5, and renumbers subsequent subdivisions in Condition I.
- P. In Condition H.6, clarifies that the updated floor plans must show the location and unit type mix for AHR units and ACB units in compliance with Condition F and realphabetized Condition G.1.
- Q. Adds a new Condition H.9, to require updated plans that show the details of materials, finish, and color used for sidewalks within the Project site.
- R. Adds a new Condition H.10 to require updated plans that show details regarding the number and location of the car share spaces required under Condition G.4.

- S. Adds a new Condition H.11 to require a bicycle and pedestrian circulation plan required under realphabetized Condition L.3.
- T. Adds a new Condition I to require the Applicant to obtain a building permit for the AHR units and ACB units prior to the issuance of a CO for the Project's market rate units. Realphabetizes subsequent conditions accordingly.
- U. In realphabetized Condition L.3, removes the requirement that traffic demand management ("TDM") strategies include a substantial reduction in the number of off-street parking spaces, and adds that TDM strategies must include incentives offering some (instead of all) Project employees and residents free, reduced fare, or reimbursement for transit passes until December 31, 2026.
- V. In realphabetized Condition L.4, separates the requirements for the updated traffic impact report ("TIR") requirements into subparagraphs a, b, c, and d, and adds a new subparagraph e to address porte cochere design.
- W. In realphabetized Condition L.5, provides that upon execution of the affordable housing agreement (the "Agreement"), the Applicant is required to record the Agreement with the Bureau of Conveyances of the State of Hawaii or the Office of the Assistant Registrar of the Land Court of the State of Hawaii, or both, as appropriate.
- X. In realphabetized Condition P, requires the Applicant to obtain a building permit for the Project within five (instead of two) years after a major special district permit is issued for the Project, and conforms to the standard provisions used in IPD-T resolutions relating to extensions of the deadline to obtain a building permit for the Project.
- Y. Revises realphabetized Condition Q to conform to the standard provisions used in IPD-T resolutions relating to Project conformity with the conceptual plans approved in the resolution.
- Z. In the BE IT FURTHER RESOLVED clause, revises Council findings B and C to clarify that the Project's requested flexibility with respect to development standards relate to density (floor area), building height limits, lot coverage, and street centerline height setbacks.
- AA. Makes miscellaneous technical and nonsubstantive amendments.



RESOLUTION

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE DEVELOPMENT OF THE KEEAUMOKU CONDOMINIUM AND COMMERCIAL PROJECT.

WHEREAS, on May 16, 2019, the Department of Planning and Permitting ("DPP") accepted the application (File No. 2019/SDD-27) of Keeaumoku Development, LLC (the "Applicant") for an Interim Planned Development-Transit ("IPD-T") permit to redevelop 153,884 square feet of land zoned BMX-3 Community Business Mixed-Use District with a mixed-use residential and commercial project in the Ala Moana neighborhood, located at 805, 815, 819, 835, 903, 905, 915, and 919 Keeaumoku Street, and 1519 Liona Street, and identified as Tax Map Keys 2-3-018:052 through 060, 074, 075, and 077 (the "Project"); and

WHEREAS, as proposed, the Project will include the demolition of the existing commercial structures and the construction of a new two-tower mixed-use development with a maximum height of 400 feet, which includes 836 market rate residential units, 128 affordable housing units, 88,000 square feet of ground floor commercial spaces, a 26,000 square-foot public park, a 1,500 square-foot community center, and other ground floor pedestrian and right-of-way improvements; and

WHEREAS, on June 25, 2019, the DPP held a public hearing, which was attended by the Applicant, the Applicant's agent, DPP staff members, and approximately 10 members of the public; testimony was offered by one member of the public representing the Ala Moana/Kakaako Neighborhood Board at the hearing; and

WHEREAS, on July 26, 2019, the DPP held a continuation of the June 25, 2019 public hearing, which was attended by the Applicant, the Applicant's agent, DPP staff members, and approximately eight members of the public; testimony was offered by one member of the public at the continued hearing; and

WHEREAS, on September 3, 2019, the DPP, having duly considered all evidence and reports of said public hearing and the review guidelines established in Section 21-2.110-2 and 21-9.100-5 of the Land Use Ordinance ("LUO"), completed its report and transmitted its findings and recommendation of approval to the Council by Departmental Communication 632 (2019); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits A through X, and is further described in Departmental Communication 632 (2019), all of which are incorporated herein by this reference; and



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WHEREAS, the City Council, having received the findings and recommendation of the DPP on September 3, 2019, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the conceptual plan for the Project is approved, subject to the following conditions:

- A. The maximum permitted floor area ratio ("FAR") for the Project is 7.0 (1,077,188 square feet).
- B. The maximum permitted height of the Project is 400 feet. Rooftop structures must conform to LUO Section 21-4.60(c).
- C. Encroachments into the Keeaumoku Street height setback are permitted as shown in the conceptual plan, up to a maximum of 15 feet; provided that the parking structure must not encroach into any setback, height setback, or transitional height setback.
- D. The minimum number of vehicle off-street parking spaces for the Project is 842 spaces. The maximum number of vehicle off-street parking spaces for the Project is 1,571 spaces.
- E. A minimum of 225 vehicle off-street parking spaces must be unbundled so that these unbundled parking spaces are not sold with dwelling units. Unbundled parking spaces may be sold or leased for periods not to exceed 10 years; provided that parking spaces must be sold to a single private management company, the Project's association of apartment owners, or similar organization.
- F. The Applicant shall comply with the affordable housing requirement pursuant to Ordinance 18-10 ("AHR"), and the DPP's AHR rules adopted thereunder, including the room factor calculation. For-sale AHR units must remain affordable for a minimum of 30 years. AHR units must be evenly distributed throughout the Project, and must not be concentrated and located solely on the lowest residential floors. If, after applying the room factor, additional AHR units are required to comply with the AHR, the additional required AHR units must not be created by dividing previously proposed AHR units into more dwelling units. Applicant's compliance with this condition will be confirmed at the time the Project's final affordable housing agreement is approved, which must be prior to the issuance of a certificate of occupancy ("CO") for the Project.



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G. The Applicant shall provide the following community benefits:

1. In addition to complying with the AHR of Ordinance 18-10 (as approved by the DPP), the Applicant shall provide as a community benefit at least an additional five percent of the total number of dwelling units in the Project as affordable to households earning 120 percent or below of the area median income ("AMI") for Honolulu, to remain affordable for a minimum of 30 years (the "affordable community benefit units" or "ACB units"). All ACB units must be evenly distributed throughout the Project, and must not be concentrated and located solely on the lowest residential floors. If the total number of residential dwelling units in the Project changes from 964, five percent of all dwelling units will be required as ACB units. Application of the DPP's AHR rules, including the room factor calculation, is required. If, after applying the room factor, additional ACB units are required, the additional required ACB units must not be created by dividing previously proposed ACB units into more dwelling units.

Applicant's compliance with this condition will be confirmed at the time the Project's final affordable housing agreement is approved, which must be prior to the issuance of any CO for the Project. The Applicant shall use good faith efforts to sell the ACB units. If the Applicant is not able to sell all ACB units to buyers of qualified households within a reasonable marketing period, the Applicant may request that the DPP Director approve a reduction of the 30-year affordability period for the remaining ACB units, and any such reduction approved by the DPP Director will be considered a minor modification allowed under this resolution.

2. A public park with at least 26,000 square feet of park area. The park will not count towards park dedication requirements, and at a minimum must be publically accessible during similar hours as City parks maintained by the Department of Parks and Recreation. The Applicant shall develop a park programming schedule with a minimum of six programmed public events annually.
3. Public outdoor dining areas with at least 3,000 square feet of total area. Sitting walls, benches, and chairs in the outdoor dining areas must be available for use by the general public.
4. A minimum of 10 car share spaces and vehicles located on the Project site. The car share spaces must be publicly accessible at all times. Adequate wayfinding signage is required to direct the general public to the



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car share spaces. Car share spaces will not count towards the maximum off-street parking requirements specified in Condition D if they are available to the general public 24-hours per day.

5. A bicycle sharing station with a minimum of 20 docking spaces, or as otherwise deemed appropriate by the applicable City bicycle sharing partner. The bicycle sharing station must be conveniently located on the Project site and must be publicly accessible. The Applicant shall fund, construct, and provide space for the bicycle sharing station and all bicycles through an agreement with Bikeshare Hawaii, or other current City bicycle sharing partner.
6. Right-of-way ("ROW") improvements and maintenance, including planter boxes with landscape materials, rock walls, sit walls, benches, and chairs, in addition to standard ROW improvement required under the LUO.
7. A \$168,000 cash contribution to the City to fund, in coordination with nearby IPD-T projects, complete streets improvements within the Ala Moana TOD special district, such as a bicycle lane on Keeaumoku Street, or other improvements intended to improve the complete streets network.
8. Adoption of an existing or new bus stop. The Applicant shall maintain an existing bus stop or, if deemed necessary by the City Department of Transportation Services ("DTS"), the Applicant shall coordinate with the DTS to adopt, design, and build a new bus stop and shelter on the Project site.
9. Traffic demand management ("TDM") measures to encourage use of alternate transportation modes, including free, reduced fare, or reimbursement for transit passes for some employees and residents of the Project until December 31, 2026, and incentives for bicycling or walking to minimize the number of vehicular trips for daily activities of residents and employees.
10. A 1,500-square-foot community center in the commercial portion of the Project. The community center must be open to the public and available for public use.



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- H. The Applicant shall include as a part of its IPD-T special district permit application, updated plans showing:
1. Transparent building facades or pedestrian-oriented improvements (benches, sitting walls, outdoor dining areas, shade trees) up to the build-to lines for 70 percent of the frontage along Keeaumoku Street, and 50 percent of the frontages along Liona and Rycroft Streets. The park and Keeaumoku Street must be activated by providing pedestrian entrances for residents of both towers along the Keeaumoku Street facades, and a pedestrian entrance for residents to the park area.
 2. Parking structure design and layout demonstrating compliance with all setbacks, height setbacks, and transitional height setbacks required in Condition C, and with the maximum number of off-street parking established in Condition D.
 3. Landscaping and screening as required under LUO Section 21-4.70(c). The parking structure must be screened from the existing dwellings north and east of the Project site, and vertical-form trees must be installed within the side yard, with minimum spacing of 10 feet on center.
 4. Details of the type, location, and rack types for the 141 short-term and 490 long-term bicycle parking spaces. All short-term spaces must be located on the ground floor near entrances to the buildings or gathering areas such as the park. Seven long-term spaces provided for commercial uses must be located on the ground floor within the parking deck. Remaining long-term spaces may be located throughout the parking structure, must be located near the elevators or, if on the second floor, near the ramp.

The bicycle rack system that is initially installed must satisfy 50 percent of the required bicycle parking spaces. A bicycle rack system to satisfy the remaining required bicycle parking spaces must be installed within six months after the receipt of the last CO for the Project.
 5. Bicycle sharing station location and details as required in Condition G.5.
 6. Updated floor plans showing AHR unit and ACB unit calculations, and the location and unit type mix for AHR units and ACB units in compliance with Condition F and Condition G.1.



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7. Details relating to ROW improvements, including the placement and design of all ROW improvements as required in Condition G.6.
 8. Revised and detailed park plans showing park design and the active programming of open spaces as required under Condition G.2.
 9. Details of materials, finish, and color used for sidewalks within the Project site. Sidewalk materials, finish, and color must be consistent across the entire Project frontage, including any driveways to signal pedestrian priority, with preference for the City's standard brushed concrete material and finish. Material colors must match the City's concrete sidewalk to avoid incongruous patchwork effects and allow for easy repairs.
 10. Details regarding the number and location of the car share spaces required under Condition G.4.
 11. The bicycle and pedestrian circulation plan required under Condition L.3.
- I. The Applicant shall obtain a building permit for the AHR units and ACB units prior to the issuance of a certificate of occupancy ("CO") for the Project's market rate units.
- J. Prior to the submission of a grading permit application for the Project, the Applicant shall submit to the DPP an archaeological inventory survey ("AIS") report that has been approved by the State Historic Preservation Division ("SHPD"). The Applicant shall implement the approved mitigation protocols identified in the AIS report for all cultural resources, including iwi, discovered on the Project site.
- K. Prior to the submission of a foundation permit application for the Project, the Applicant shall submit to the DPP an updated wind study and wind tunnel test to quantify the wind conditions and evaluate the effectiveness of any wind mitigation strategies for public areas or areas designated for the public park. The updated wind study must determine the impact of the parking structure on nearby apartment buildings, which may experience a tunnel downwash effect. The Applicant shall implement the recommendations of the wind study.



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- L. Prior to the issuance of any building permit for the Project, the Applicant shall submit the following to the DPP for review and approval.
1. A timeline with anticipated dates for obtaining major building permits for demolition and construction work, and the expected date of occupancy. The timeline must identify submission dates for a construction management plan ("CMP"), traffic management plan ("TMP"), and updates to or validation of the findings of the traffic impact report ("TIR") dated October 2018.
 2. A CMP that:
 - a. Identifies the type, frequency, and routing of heavy trucks and construction related vehicles, and provides remedial measures, as needed;
 - b. Identifies and limits construction-related vehicular activity to non-peak periods of traffic, using alternate routes for heavy trucks, and providing for on-site or off-site staging areas for construction workers and vehicles;
 - c. Includes preliminary or conceptual traffic control plans; and
 - d. Includes documentation of the condition of roadways prior to the start of construction activities – the Applicant shall restore roadways to their original or improved condition upon completion of Project construction.
 3. A TMP that includes TDM strategies to limit vehicular trips for daily activities of Project residents and employees, and large events held in the Project's public areas. Strategies must include incentives to encourage transit use, bicycling, and walking, including offering some residents and employees free, reduced fare, or reimbursement for transit passes until December 31, 2026. The TMP must also include a bicycle and pedestrian circulation plan ("BPCP"), which must show required sidewalk widths, curb specifications, furniture, and pedestrian areas pursuant to the City's Complete Streets Manual.
- A post TMP will be required approximately one year after the issuance of a CO for the Project. The post TMP must validate the relative effectiveness of the various TDM strategies identified in the initial report.



RESOLUTION

4. An updated TIR, or a separate TIR, to evaluate the impact of the Project on nearby traffic. The Applicant shall coordinate the updated TIR with the DTS and the DPP. The updated TIR must:
 - a. Include a pedestrian and multi-modal analysis;
 - b. Address compliance with complete streets design concepts and standards, particularly with respect to street intersections;
 - c. Be expanded to include the intersections of Kaheka and Liona Streets, and Kaheka and King Streets;
 - d. Include an analysis of corner rounding at the intersections of Rycroft and Keeaumoku Streets, and Liona and Keeaumoku Streets, to accommodate a standard 28-foot curb radius at these intersections; and
 - e. Provide for porte cochere designs that prevent overflow onto the right-of-ways, and porte cochere widths that allow a moving vehicle to safely pass a stationary vehicle.

A post TIR will be required approximately one year after the issuance of the CO. The post TIR must validate the traffic projections, distribution, and assignment contained in the initial TIR. The Applicant shall implement the recommendations of the post TIR, in coordination with the DPP.

5. A draft affordable housing agreement ("Agreement") that must be approved by the DPP. Upon execution, the Applicant shall record the Agreement with the Bureau of Conveyances of the State of Hawaii or the Office of the Assistant Registrar of the Land Court of the State of Hawaii, or both, as appropriate.
 6. A street tree plan that has been reviewed and approved by the Department of Parks and Recreation ("DPR").
- M. The Applicant shall be responsible for coordinating construction of the Project with applicable governmental agencies, and ensuring that the Project complies with all applicable laws and regulations.



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- N. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City or State for maintenance.
- O. Approval of this IPD-T Permit does not constitute compliance with LUO or other governmental agency requirements, including building permit approvals. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project comply with all applicable LUO and other governmental provisions and requirements.
- P. The Applicant shall obtain a building permit for the Project within five years after the date of issuance of a major special district permit for the Project. Failure to obtain a building permit within this period will render null and void this resolution and all approvals issued hereunder; provided that this period may be extended as follows:
1. The DPP Director may extend this period if the Applicant demonstrates good cause, but the period must not be extended beyond one year from the initial deadline without the approval of the City Council, which may grant or deny the approval in its complete discretion.
 2. If the Applicant requests an extension beyond one year from the initial deadline and the DPP Director finds that the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which should include the Director's findings and recommendations thereon, and a proposed resolution approving the extension. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by resolution.
 3. If the Council fails to take final action on the proposed extension within the first to occur of: (i) 60 days after receipt of the DPP Director's report, or (ii) the Applicant's then-existing deadline for obtaining a building permit; the extension is deemed denied.
- Q. The Project must conform to the conceptual plan approved hereby and all conditions established herein. Any changes to the conceptual plan will require a new application and approval by the Council. The DPP Director may approve changes to the Project that do not significantly alter the size or nature of the Project, if the changes remain in conformance with the conceptual plan and the conditions herein. Any increase in height or density of the Project will be considered a significant alteration and a change to the conceptual plan; and



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BE IT FURTHER RESOLVED that the Council finds as follows with respect to the conceptual plan for the Project, as conditioned herein:

- A. The Project concept, as a unified plan, is in the general interest of the public;
- B. The requested Project boundaries and requested flexibility with respect to development standards relating to density (floor area), building height limits, lot coverage, and street centerline height setbacks are generally consistent with the objectives of the transit-oriented development and the provisions enumerated in ROH Section 21-9.100-4;
- C. The requested flexibility with respect to the development standards relating to density (floor area), building height limits, lot coverage, and street centerline height setbacks are commensurate with the public amenities and community benefits proposed; and
- D. The public amenities proposed will produce timely, demonstrable benefits to the community, support transit ridership, and implement the vision established in ROH Section 21-9.100-4; and



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BE IT FINALLY RESOLVED that copies of this resolution be transmitted to Kathy K. Sokugawa, Acting Director of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813; Keeaumoku Development, LLC, 835 Keeaumoku Street, Suite 203, Honolulu, Hawaii, 96819; and R. M. Towill Corporation, Attention: Keith Kurahashi, 2024 North King Street, Suite 200, Honolulu, Hawaii, 98619-3494.

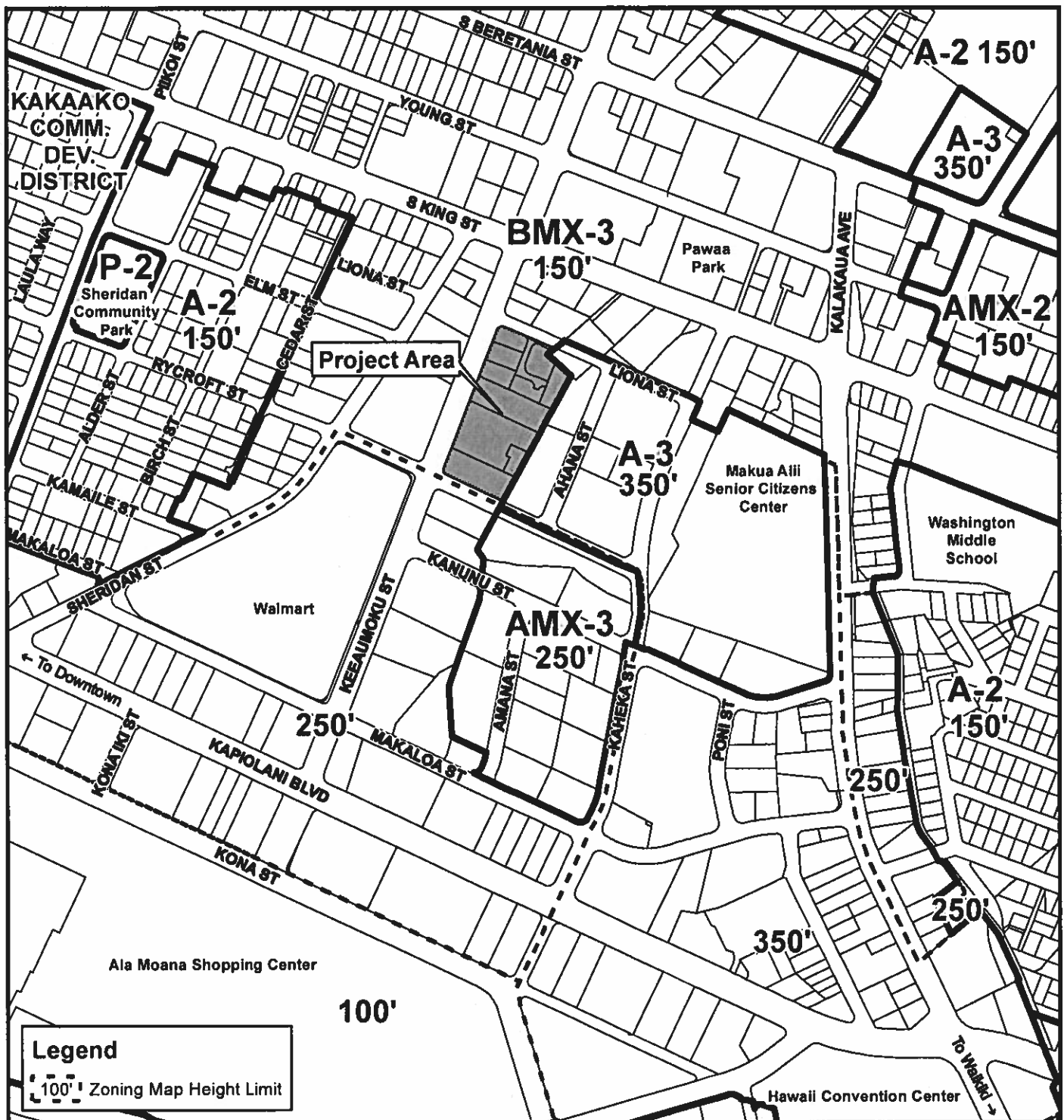
INTRODUCED BY:

Ikaika Anderson (br)

DATE OF INTRODUCTION:

September 9, 2019
Honolulu, Hawaii

Councilmembers



Legend

100' Zoning Map Height Limit



VICINITY MAP

0 250 500 1,000
Scale in Feet



PORTION OF ZONING MAP Exhibit A NUUANU - MCCULLY

TAX MAP KEY(S): 2-3-018; 052-060; 074; 075; 077

FOLDER NO.: 2019/SDD-27

AHANA ST

LIONA 3 STORY
RESIDENTIAL

LIONA LANAI 6 STORY
RESIDENTIAL

SANDALWOOD 12 STORY
RESIDENTIAL

LIONA ST

RYCROFT ST

KEEAUMOKU ST

LOWER ROOF DECK

TOWER A

COMMERCIAL

AMENITY
DECK

TOWER B

AWNING
ABOVE
OPEN SPACE

DESIGN PROPOSAL - SITE PLAN

KEEAUMOKU DEVELOPMENT

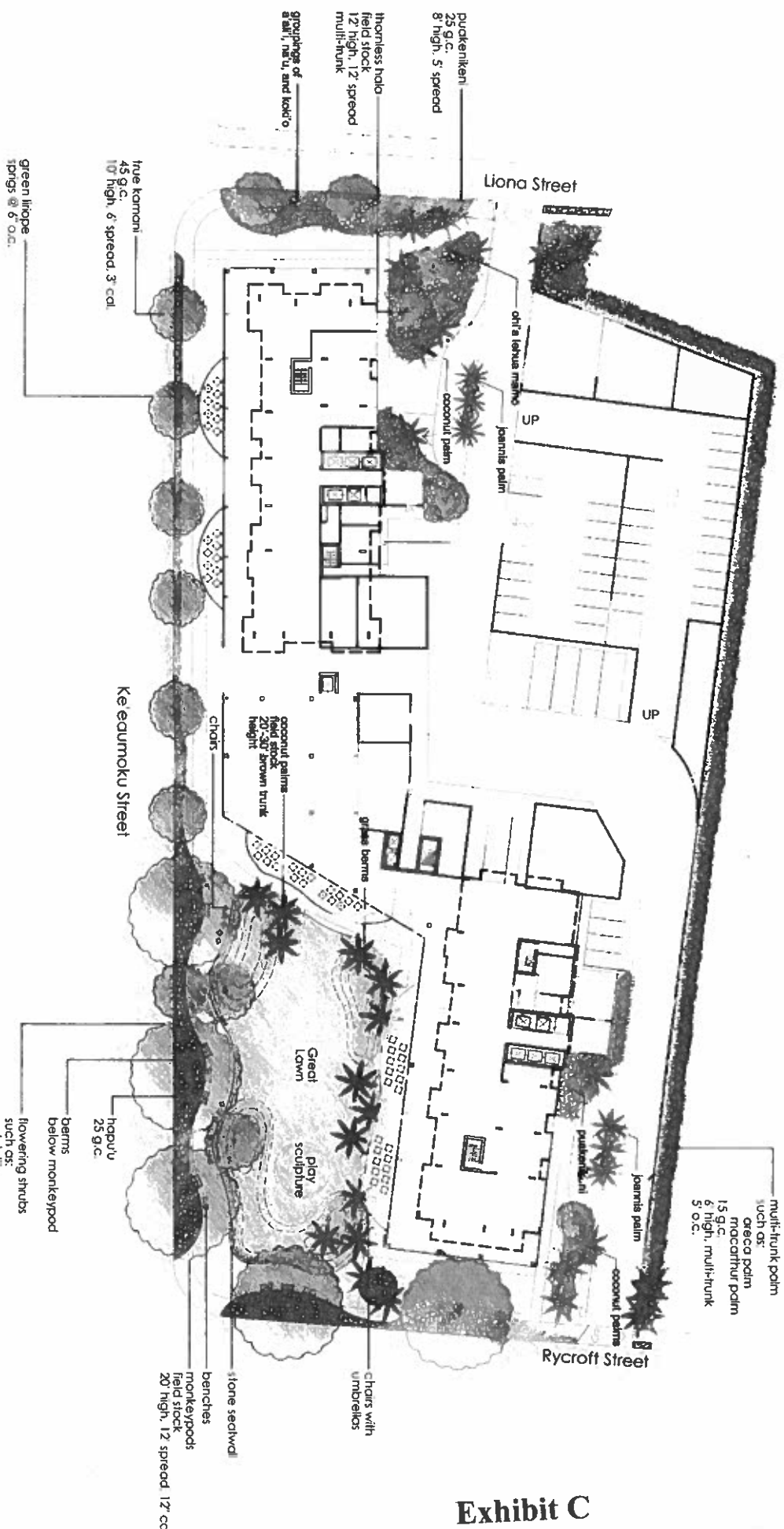
18012 05/28/19

0 30' 60' 120'
SCALE: 1" = 60'-0"



DESIGN PARTNERS
INCORPORATED

Exhibit B



CONCEPTUAL LANDSCAPE PLAN - GROUND LEVEL

Scale: 1" = 50'-0"

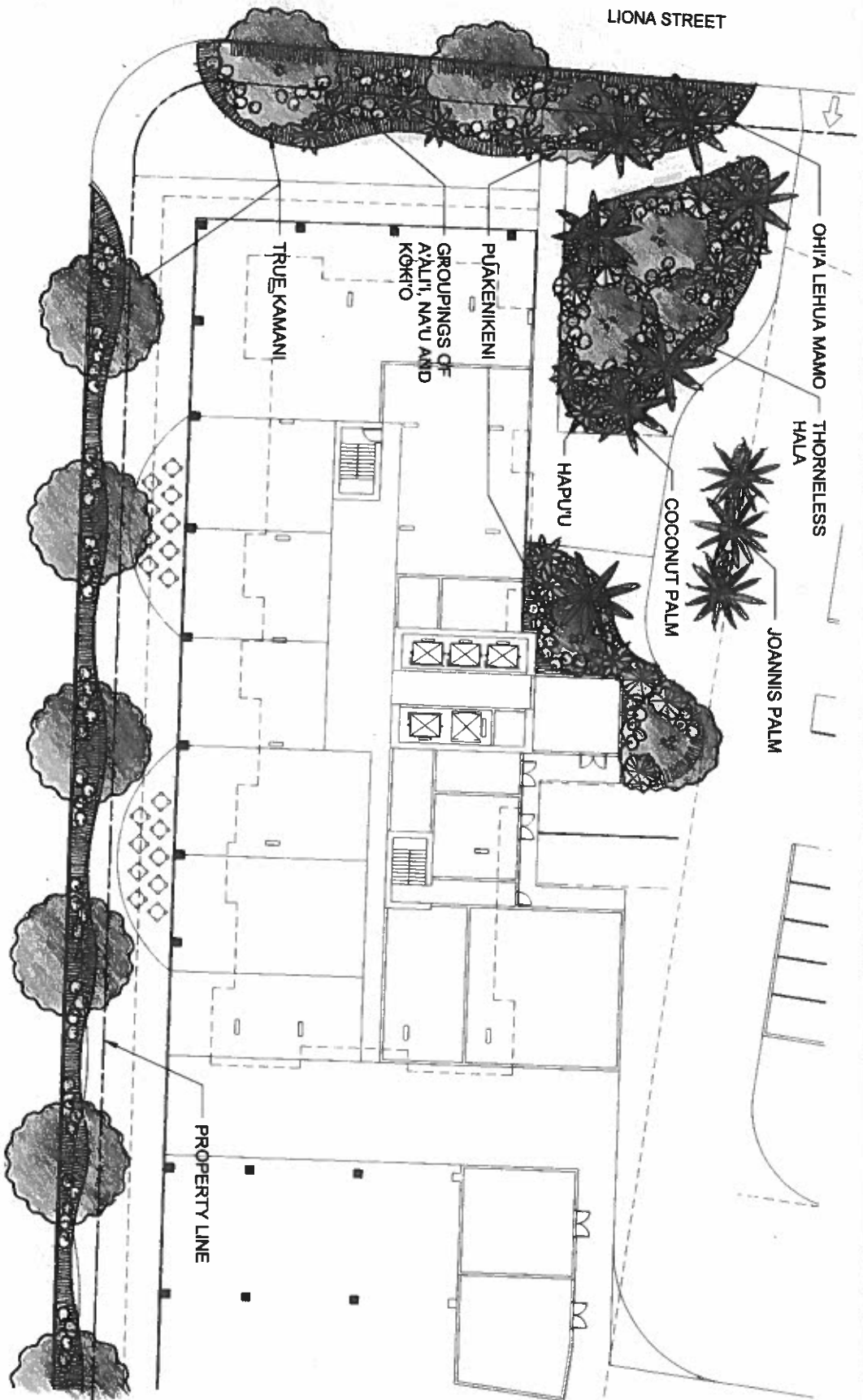
KEE'AUMOKU DEVELOPMENT

18012 05/28/19



DESIGN PARTNERS INC. CORPORATION

Exhibit C



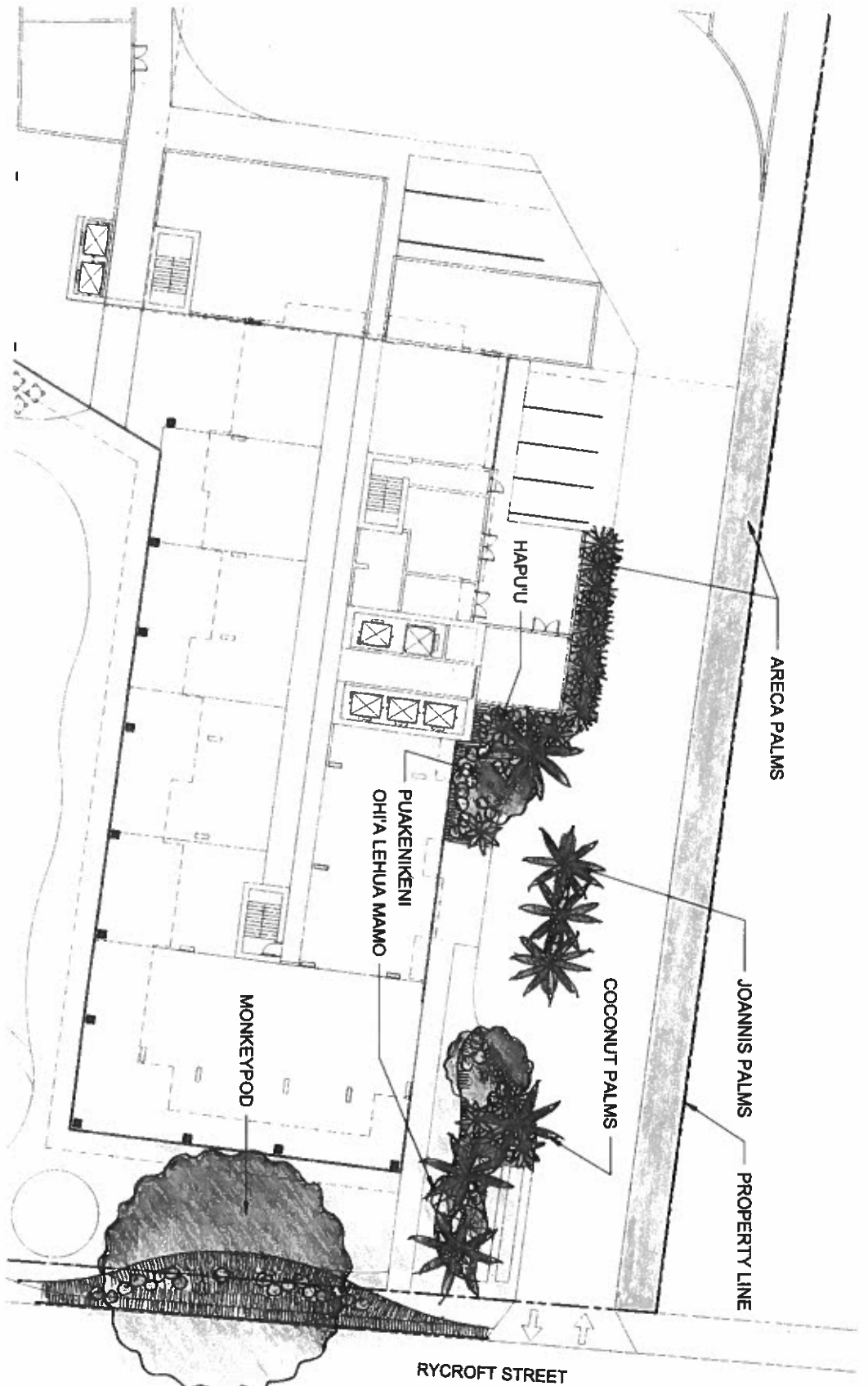
LANDSCAPE KEEAUMOKU & LIONA ST.

KEEAUMOKU DEVELOPMENT

18012 06/28/19

Exhibit D

NOT TO SCALE



LANDSCAPE RYCROFT ST.

KEEAUMOKU DEVELOPMENT

19012 05/28/19

Exhibit E

NOT TO SCALE

DESIGN PARTNERS
INCORPORATED

OPEN SPACE AREA

OPEN SPACE A	36,174 SF
OPEN SPACE B	1,006 SF
OPEN SPACE C	6,130 SF
TOTAL:	43,310 SF

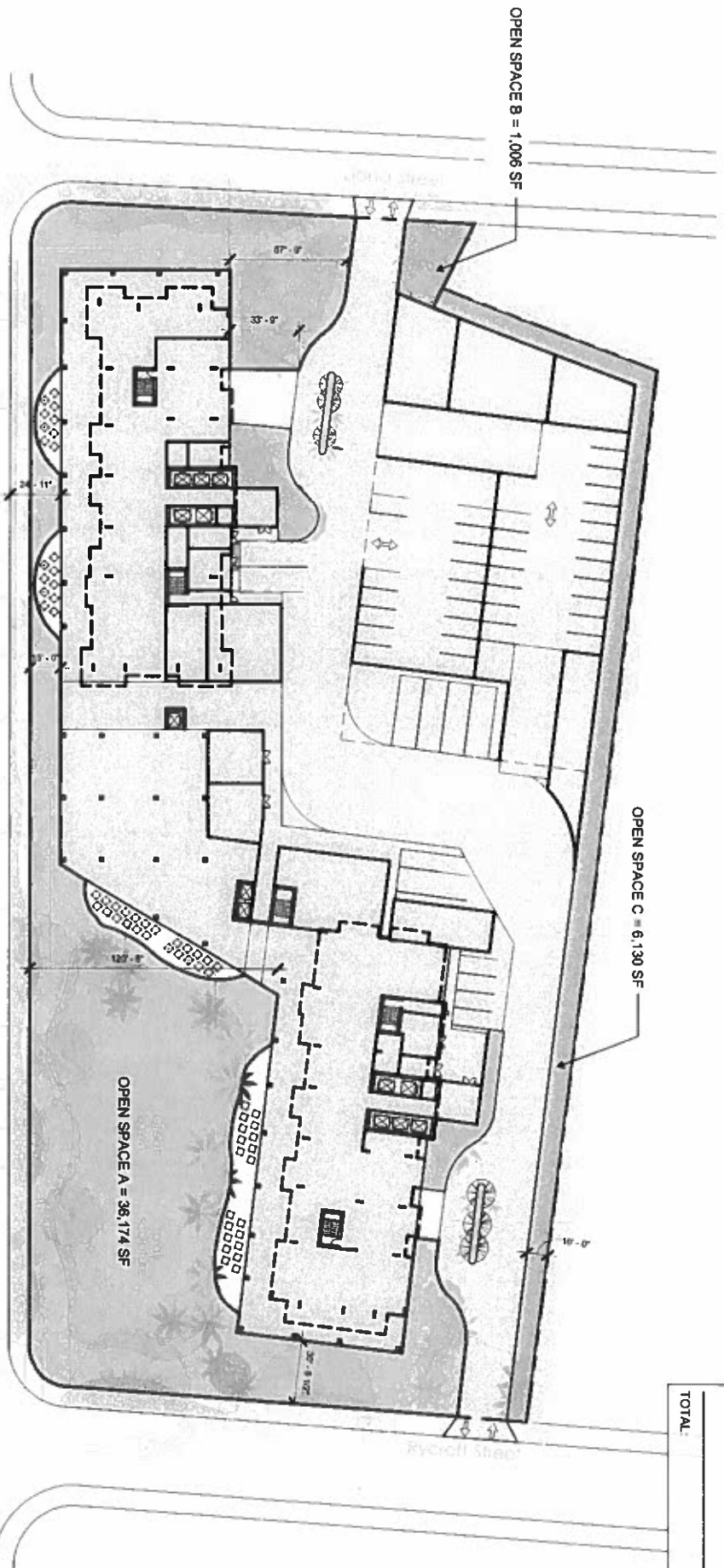


Exhibit F

DESIGN PROPOSAL - OPEN SPACE DIAGRAM

KEEAUMOKU DEVELOPMENT

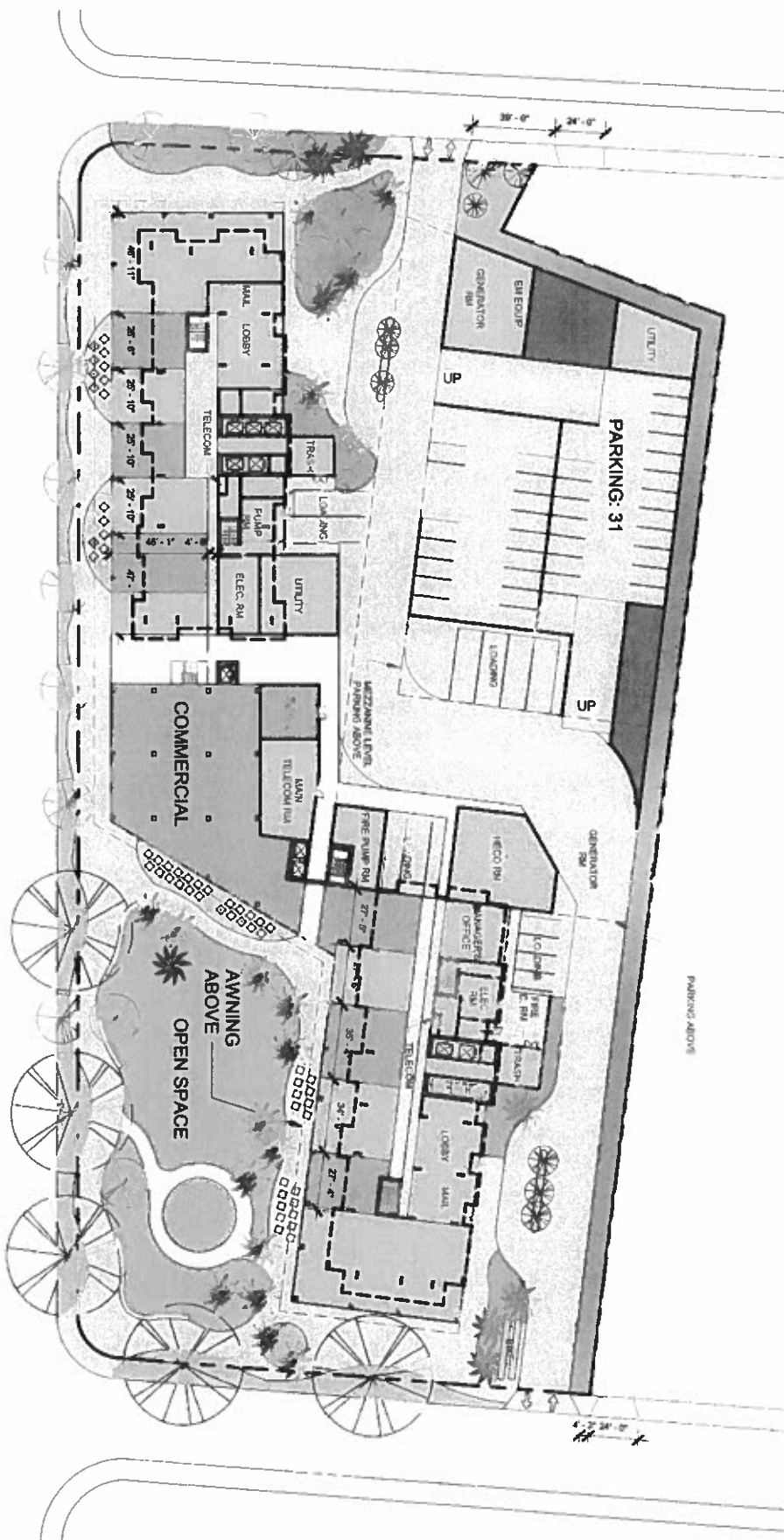
18012 05/28/19

Scale: 1" = 50'-0"

KEEAUMOKU DEVELOPMENT

18012

05/28/19



0 25' 50' 100'

SCALE: 1" = 50'-0"

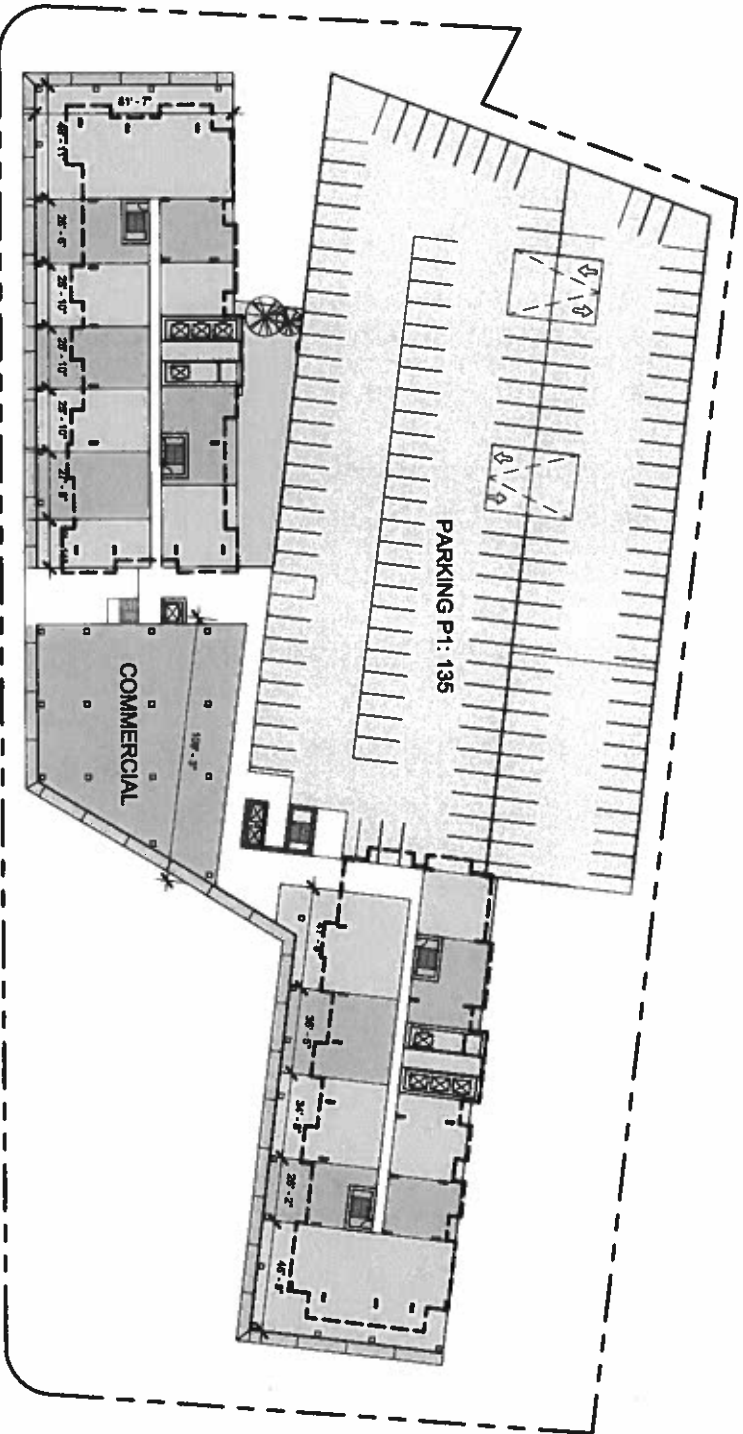


PLAN NORTH



DESIGN PARTNERS
INCORPORATED

Exhibit G



DESIGN PROPOSAL - LEVEL 2

Scale: 1" = 50'-0"

KEEAUWOKU DEVELOPMENT

18012

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SCALE: 1" = 50'-0"



PLAN
NORTH

DESIGN PARTNERS
INCORPORATED

Exhibit I



UNIT LEGEND

	STUDIO
	1 BED
	2 BED
	3 BED

PLAN
NORTH



DESIGN PROPOSAL - LEVEL 3

Scale: 1" = 50'-0"

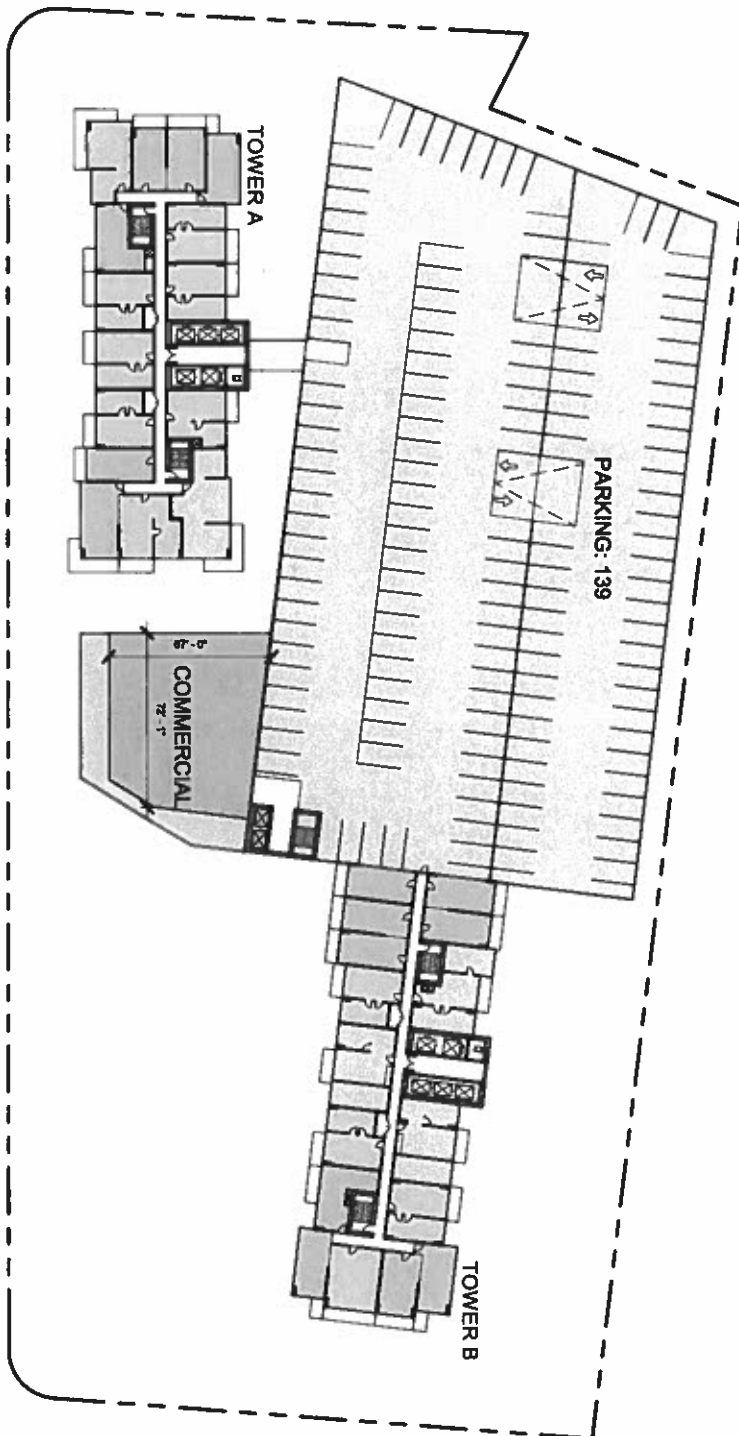
KEEAUMOKU DEVELOPMENT

18012

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DESIGN PARTNERS
INCORPORATED

Exhibit J



DESIGN PROPOSAL - LEVEL 4 (TYPICAL PARKING)

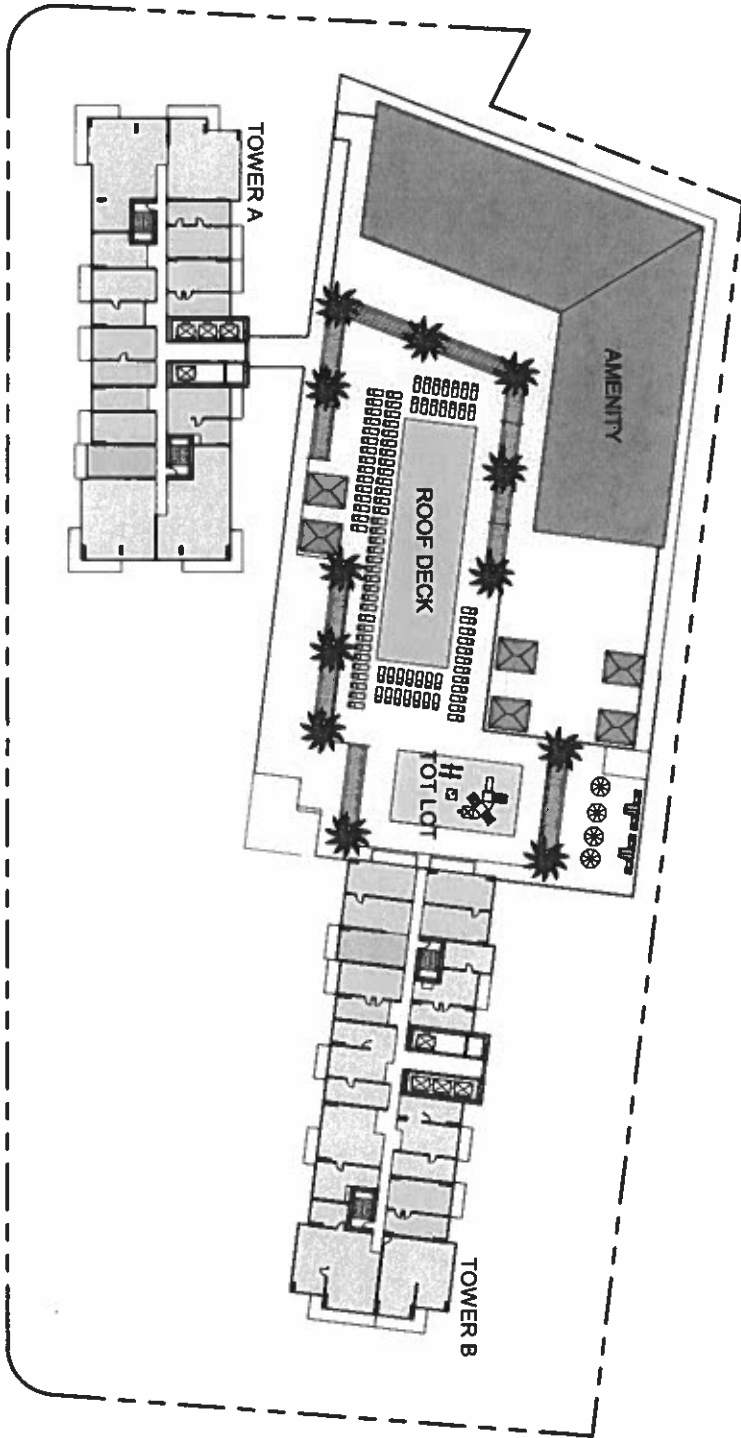
KEEAUMOKU DEVELOPMENT

Scale: 1" = 50'-0"

UNIT LEGEND

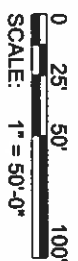
	STUDIO
	1 BED
	2 BED
	3 BED





UNIT LEGEND

[Symbol]	STUDIO
[Symbol]	1 BED
[Symbol]	2 BED
[Symbol]	3 BED

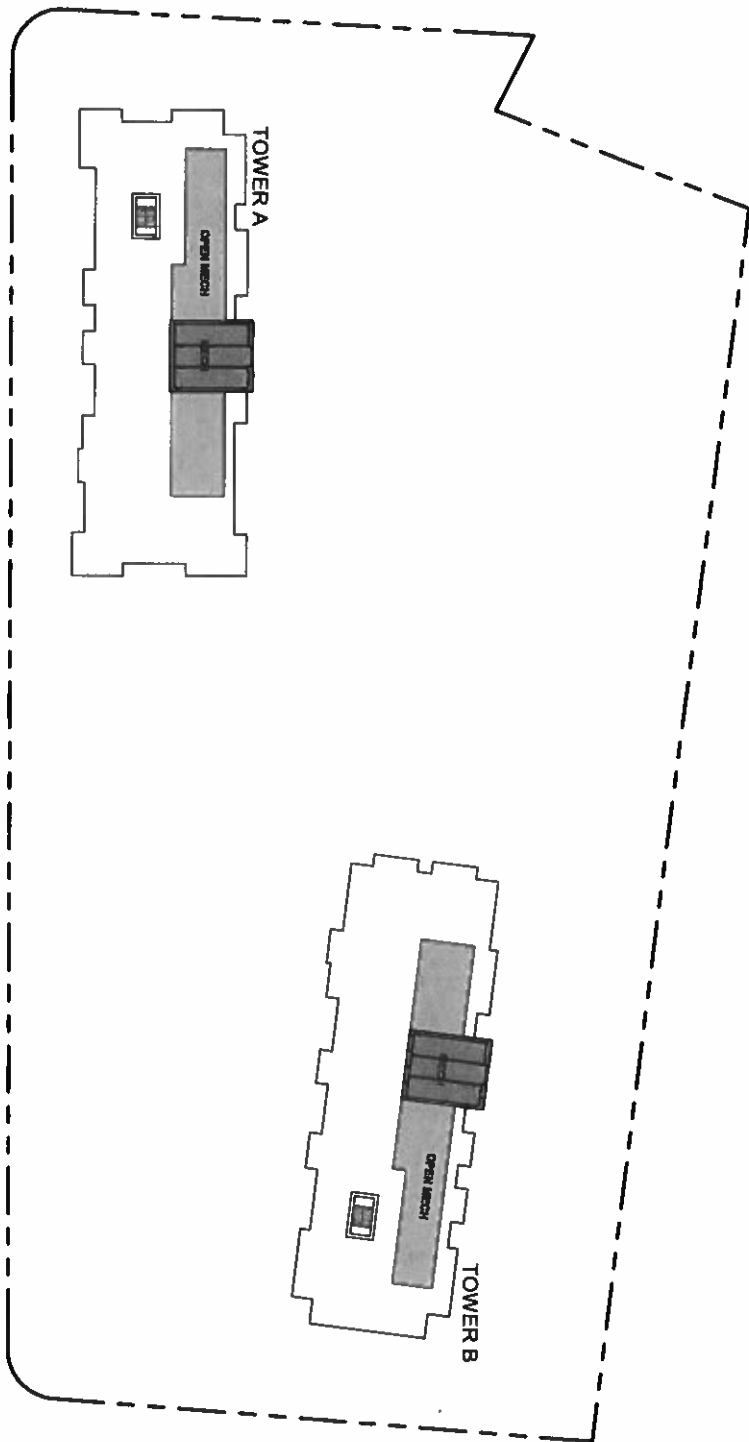


DESIGN PROPOSAL - LEVEL 12

KEEAUMOKU DEVELOPMENT

05/28/19

Exhibit L



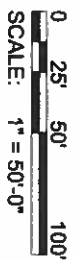
DESIGN PROPOSAL - ROOF LEVEL

Scale: 1" = 50'-0"

KEEAUMOKU DEVELOPMENT

18012

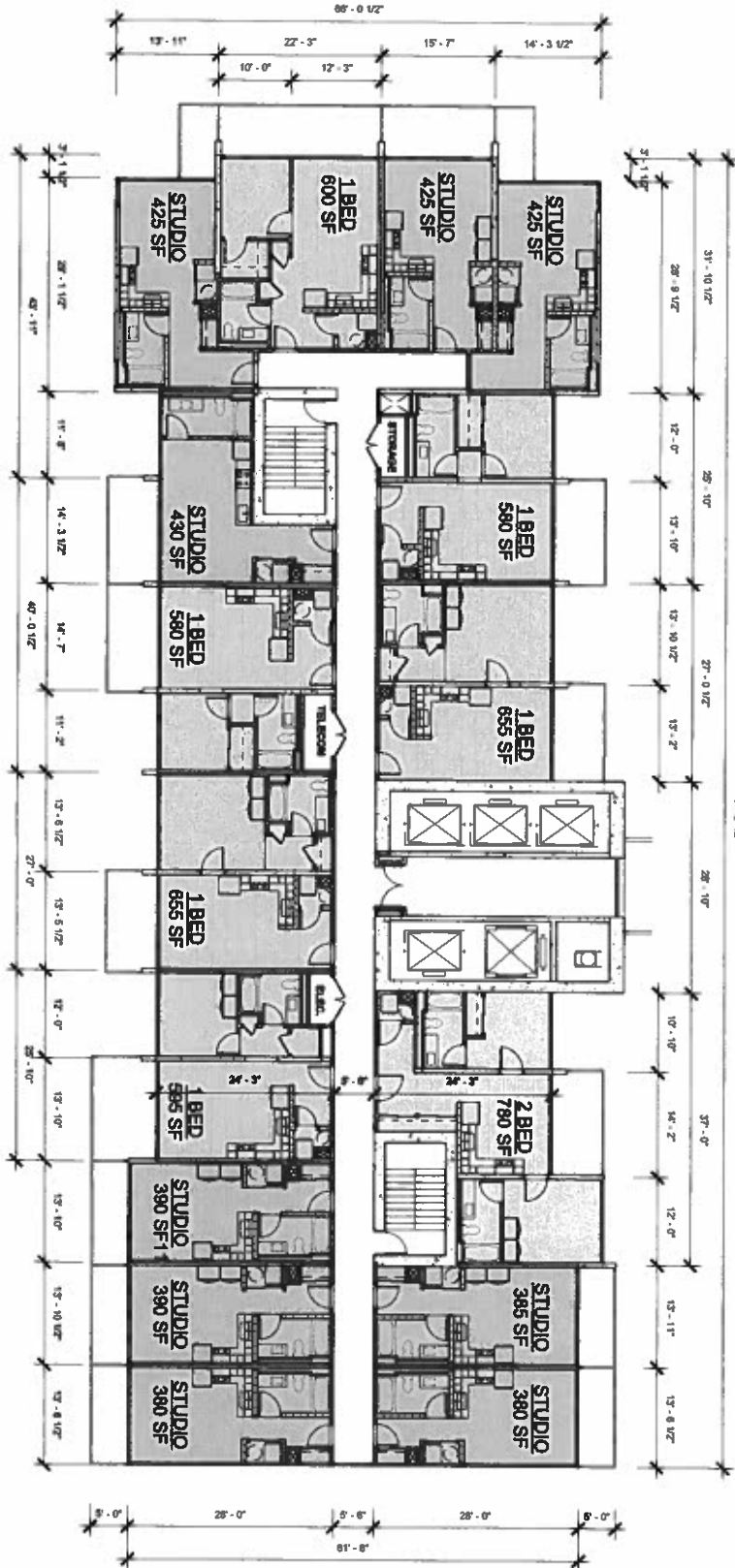
05/28/19



DESIGN PARTNERS
INCORPORATED

DESIGN PROPOSAL - TOWER A - TYPICAL AFFORDABLE TOWER LEVEL (4 FLOORS)

APPROXIMATE
GSF: 10550 SF



0 8' 16' 32' PLAN NORTH
SCALE: 1/16" = 1'-0"

Scale: 1/16" = 1' - 0"







DESIGN PARTNERS
INCORPORATED

Exhibit M

<u>UNIT COUNT</u>	
9 - Studios	
6 - 1 Bed	
1 - 2 Bed	
16 Total Units	

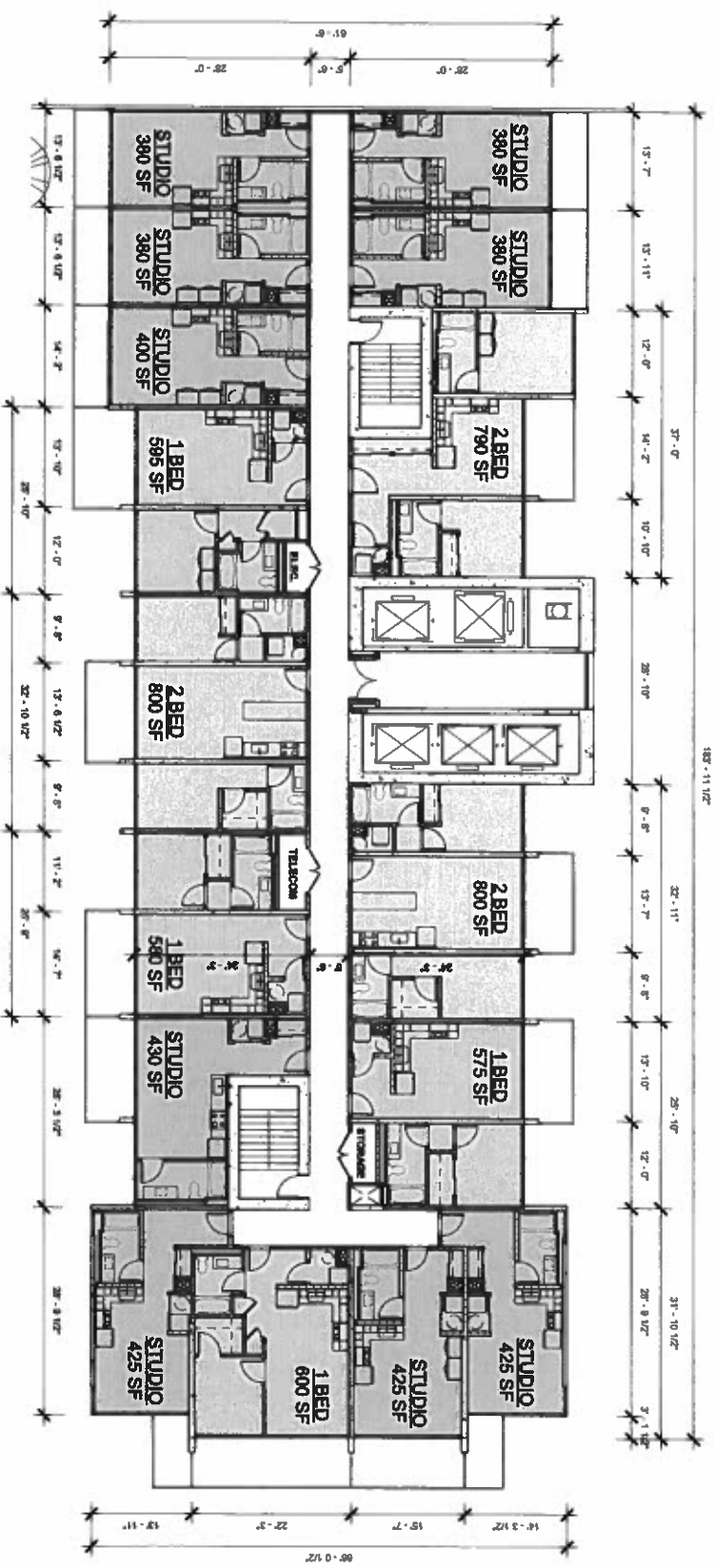
UNIT LEGEND

	STUDIO
	1 BED
	2 BED
	3 BED

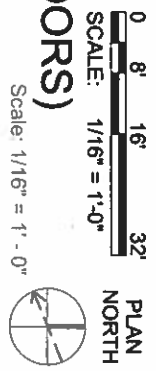
UNIT LEGEND

	STUDIO
	1 BED
	2 BED
	3 BED

UNIT COUNT
 9 - Studios
 4 - 1 Bed
 3 - 2 Bed
 16 Total Units



APPROXIMATE
 GSF: 10869 SF



DESIGN PROPOSAL - TOWER B - TYPICAL AFFORDABLE TOWER LEVEL (4 FLOORS)

KEEAUMOKU DEVELOPMENT

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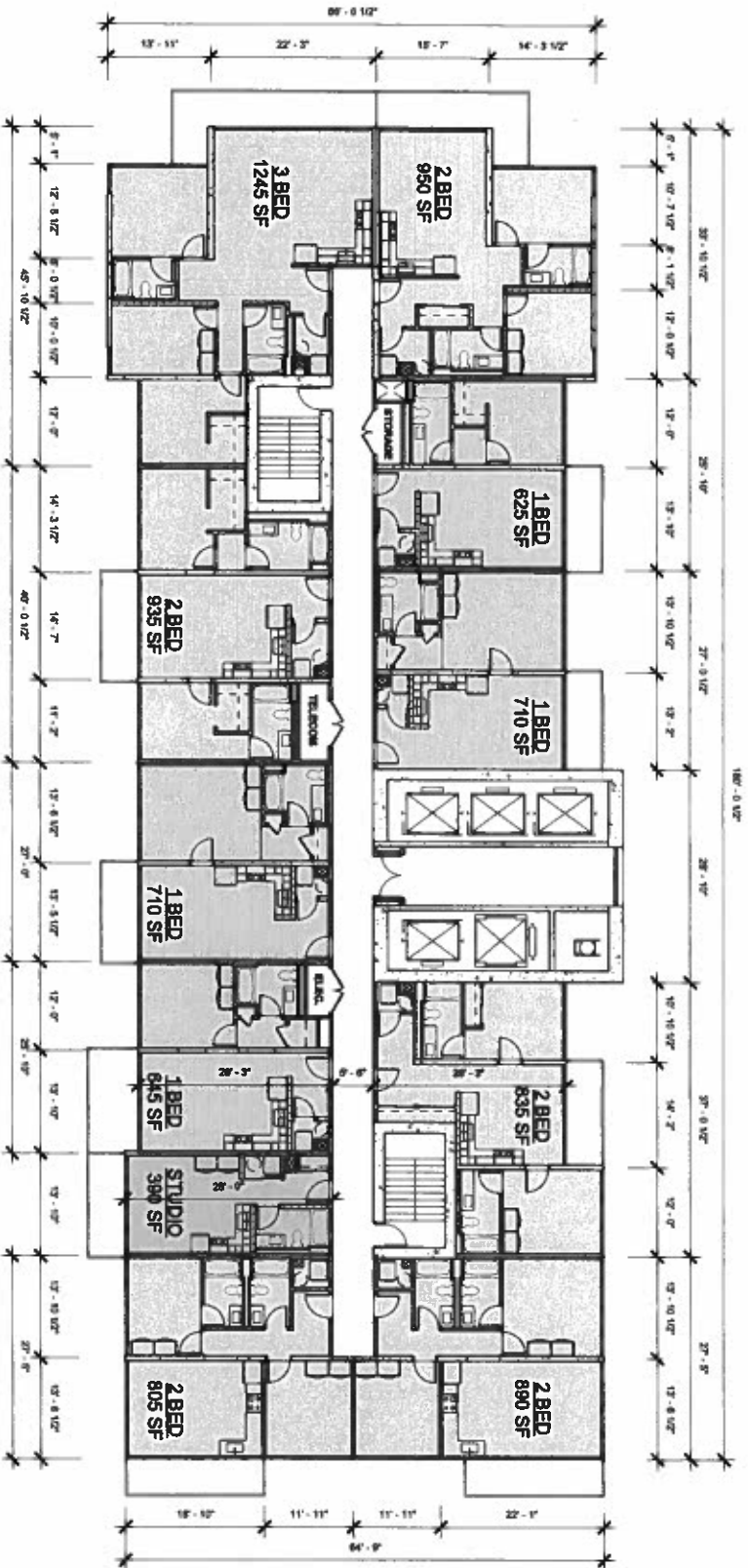
Exhibit N

UNIT LEGEND

	STUDIO
	1 BED
	2 BED
	3 BED

UNIT COUNT

1 - Studios
4 - 1 Bed
5 - 2 Bed
1 - 3 Bed
11 Total Units

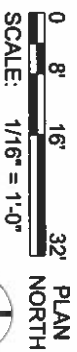


APPROXIMATE
GSF: 11073 SF

DESIGN PROPOSAL - TOWER A - TOWER MARKET FLOOR PLAN (38 FLOORS)

KEEAUMOKU DEVELOPMENT

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Scale: 1/16" = 1'-0"

DESIGN PARTNERS
INCORPORATED

Exhibit O

ROOF
400' - 0"

38 FLOORS
MARKET RESIDENTIAL

LEVEL 12
107' - 0"

LEVEL 3
29' - 0"

GROUND LEVEL
0' - 0"

4 FLOORS
AGE RESIDENTIAL
4 FLOORS
COMMERCIAL

DESIGN PROPOSAL - SECTION

Scale: 1" = 50'-0"

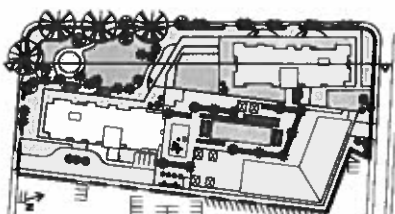
KEEAUMOKU DEVELOPMENT

18012

05/28/19

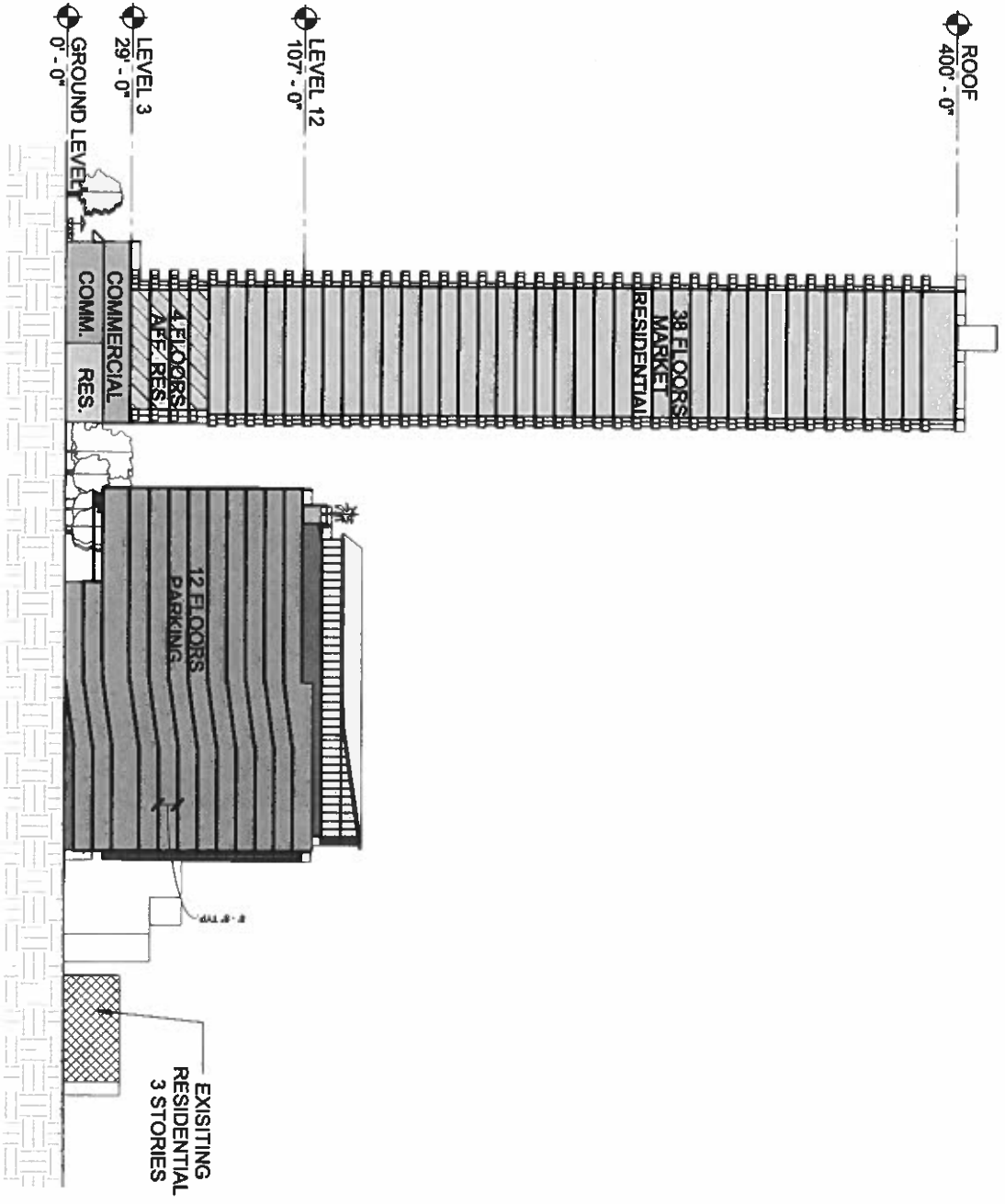
Exhibit Q

SITE KEY



0 25' 50' 100'
SCALE: 1" = 50'-0"

DESIGN PARTNERS
INCORPORATED

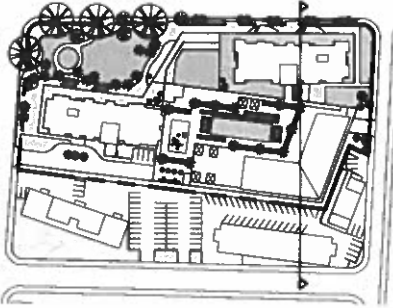


DESIGN PROPOSAL - SECTION 2

Scale: 1" = 50'-0"

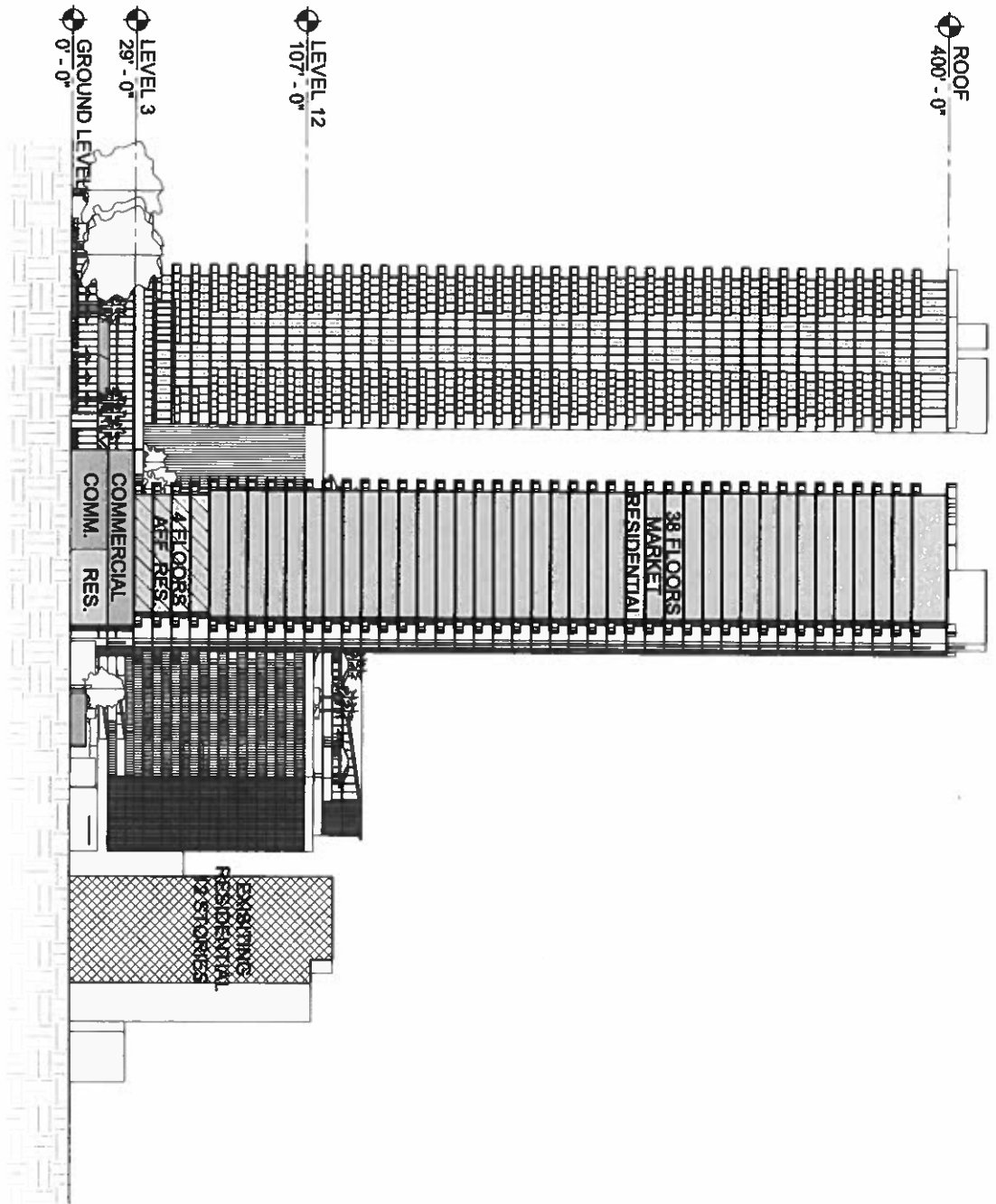


SCALE: 1" = 50'-0"



SITE KEY

Exhibit R

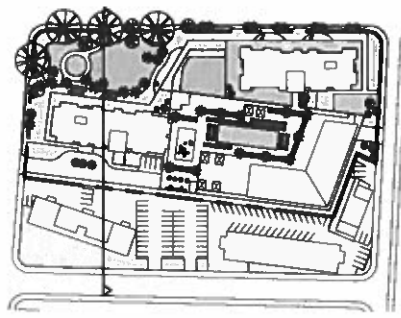


DESIGN PROPOSAL - SECTION 3

Scale: 1" = 50'-0"

KEEAUMOKU DEVELOPMENT

18012 05/28/19



SITE KEY

0 25' 50' 100'
SCALE: 1" = 50'-0"

DESIGN PARTNERS
INCORPORATED

Exhibit S

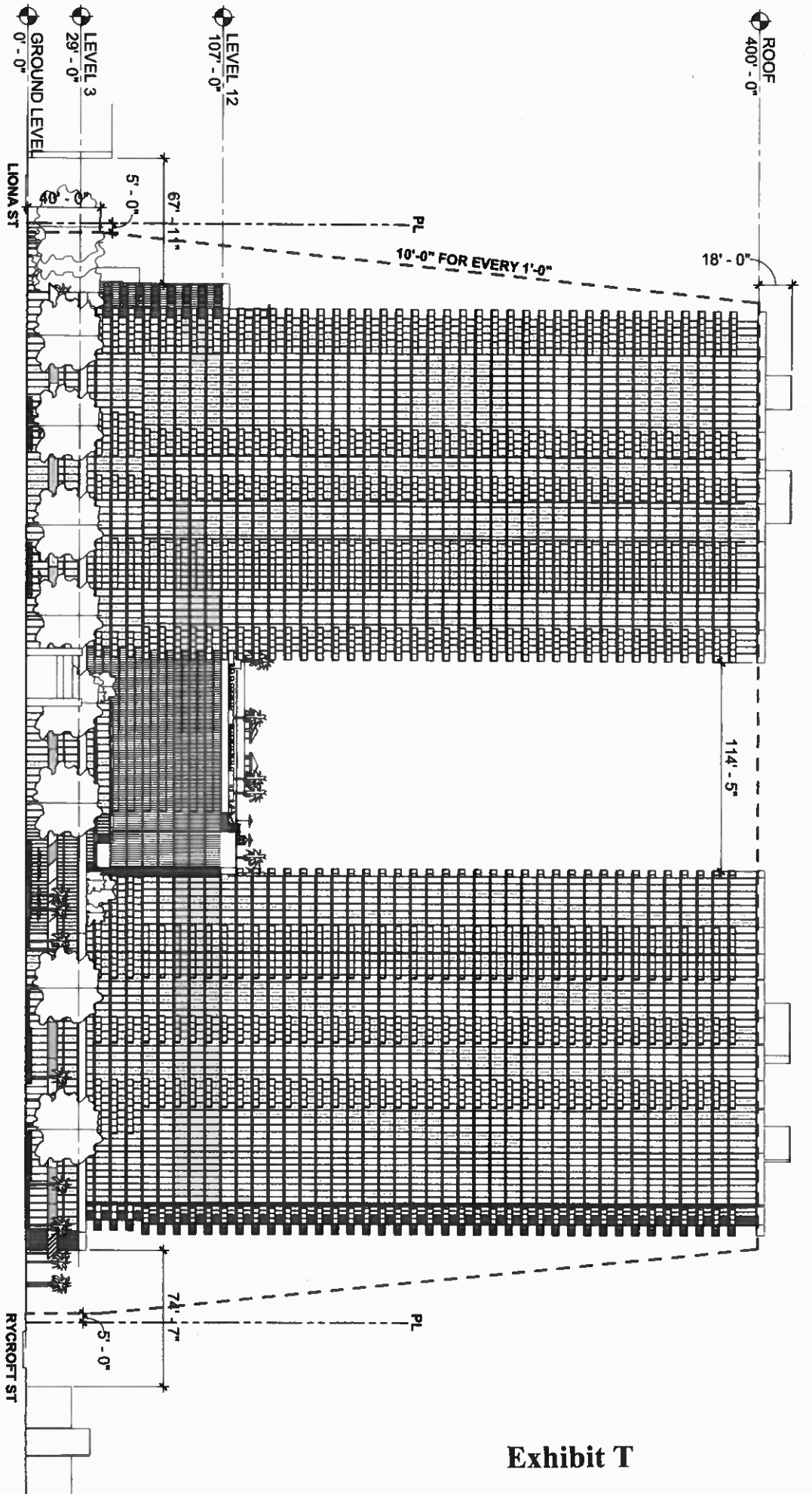


Exhibit T

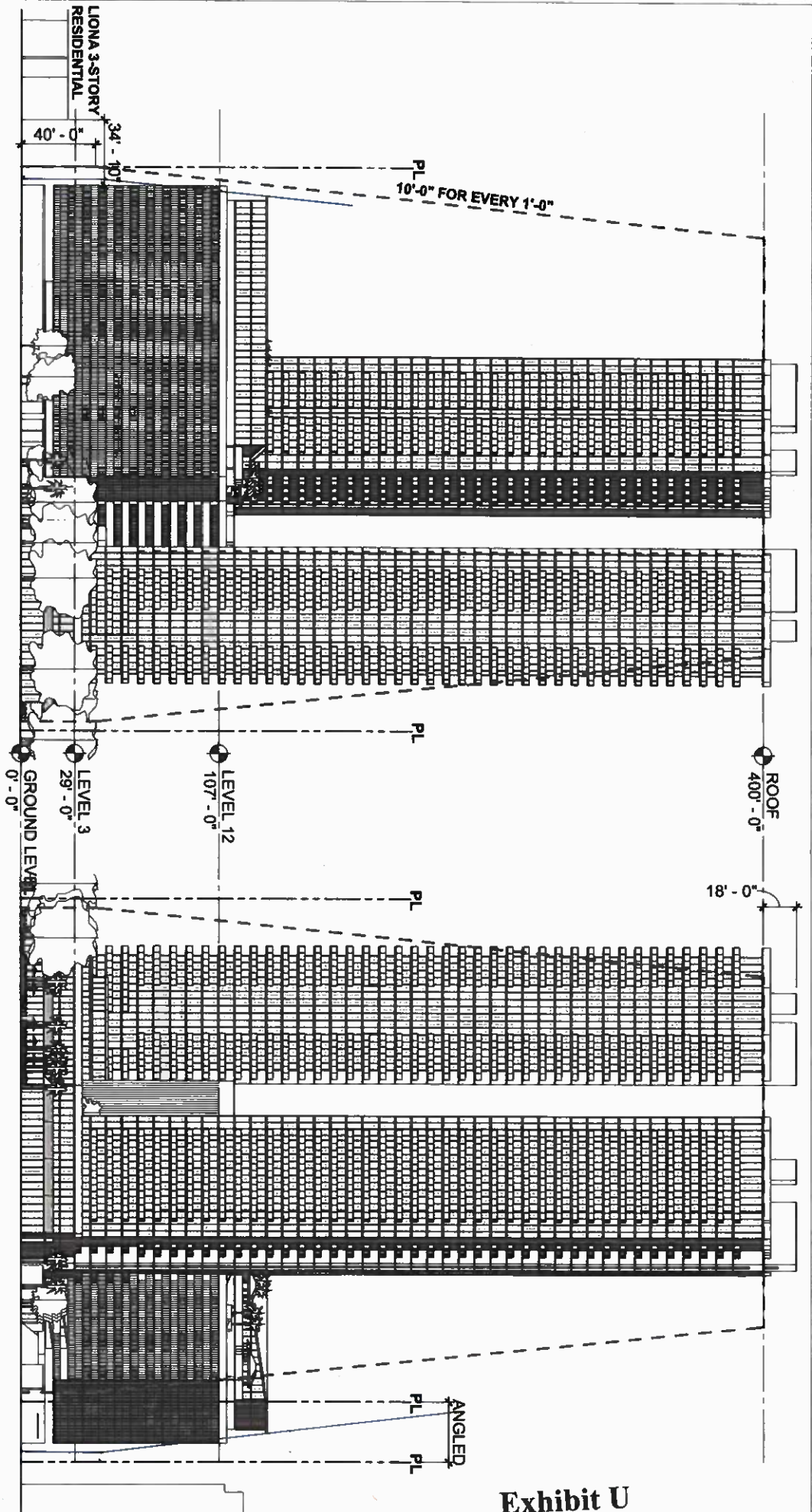


Exhibit U

DESIGN PROPOSAL - ELEVATION - RYCROFT & LIONA STREET

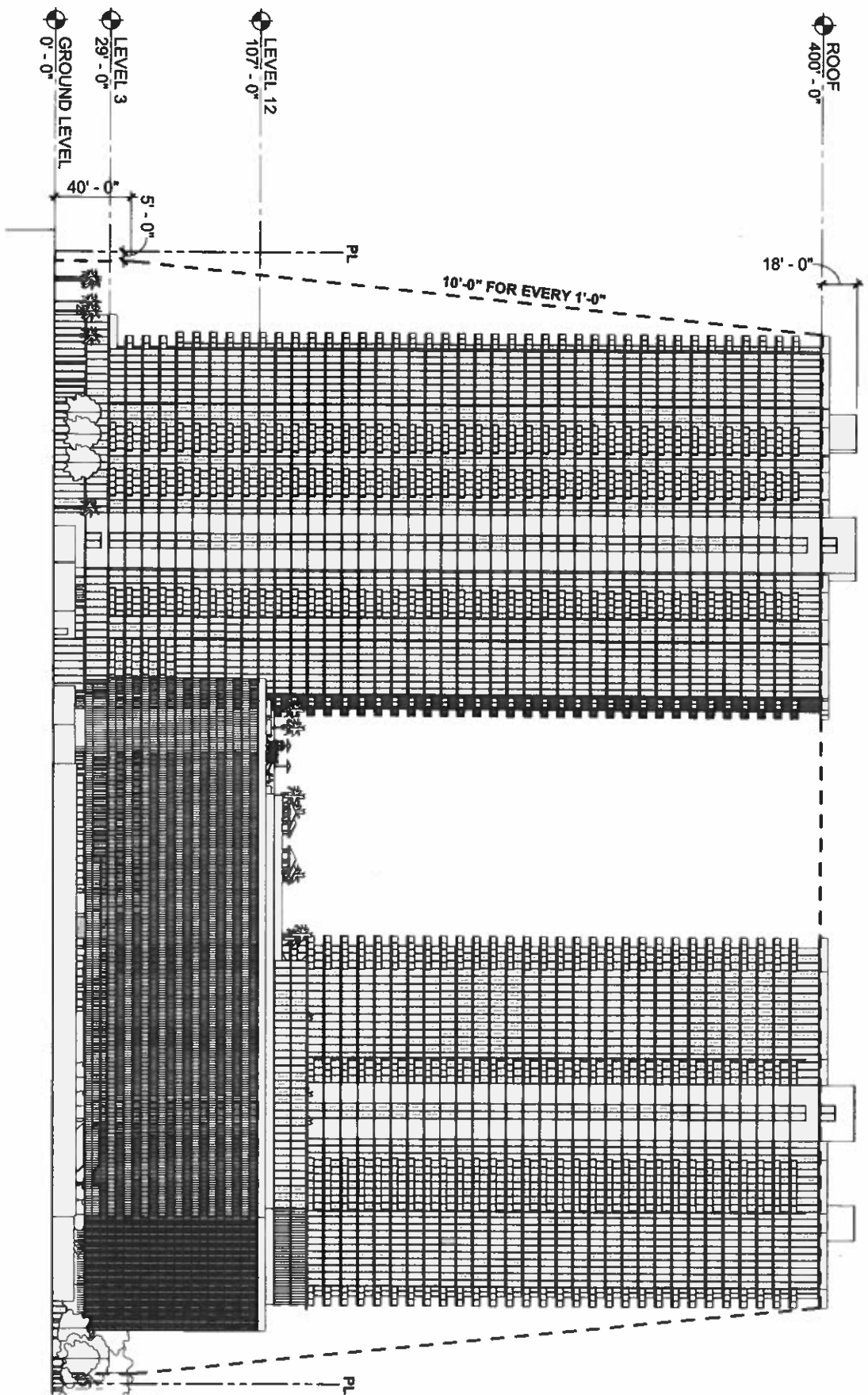
Scale: 1" = 50'-0"



KEEAUMOKU DEVELOPMENT

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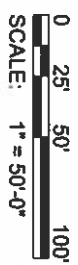


DESIGN PROPOSAL - ELEVATION - REAR

Scale: 1" = 50'-0"

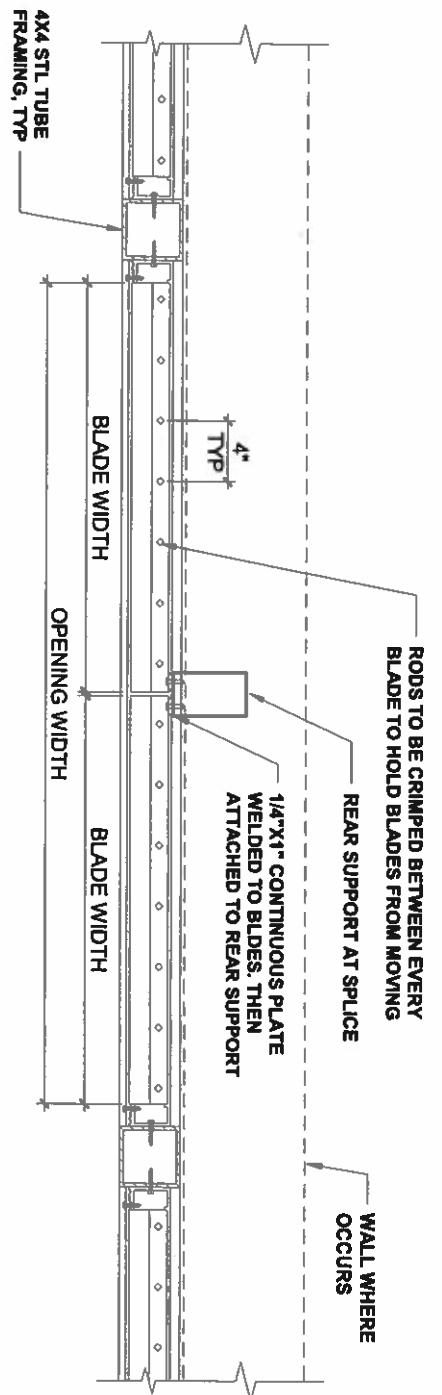
KEEAUMOKU DEVELOPMENT

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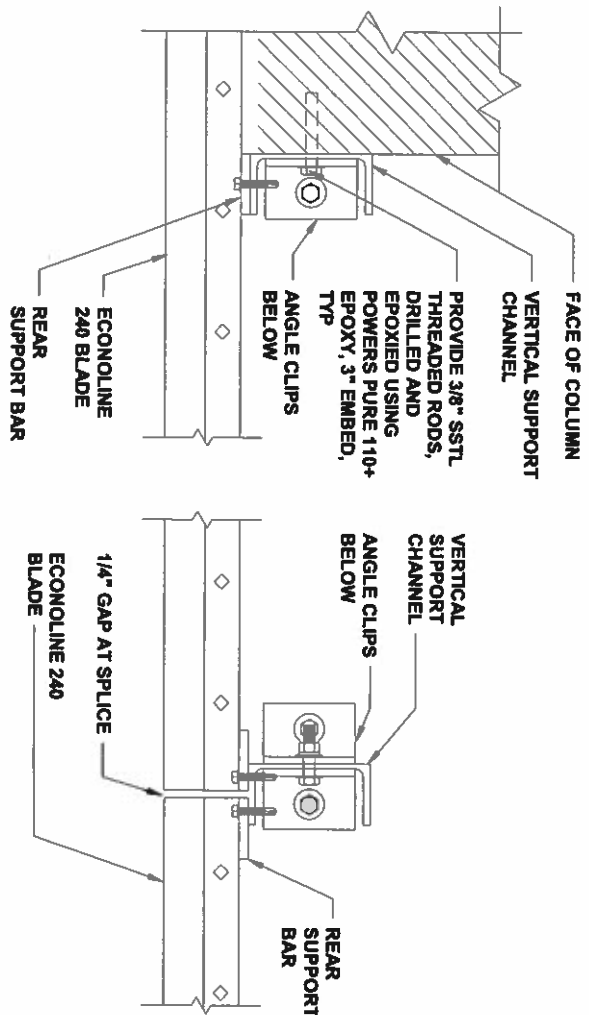


DESIGN PARTNERS
INCORPORATED

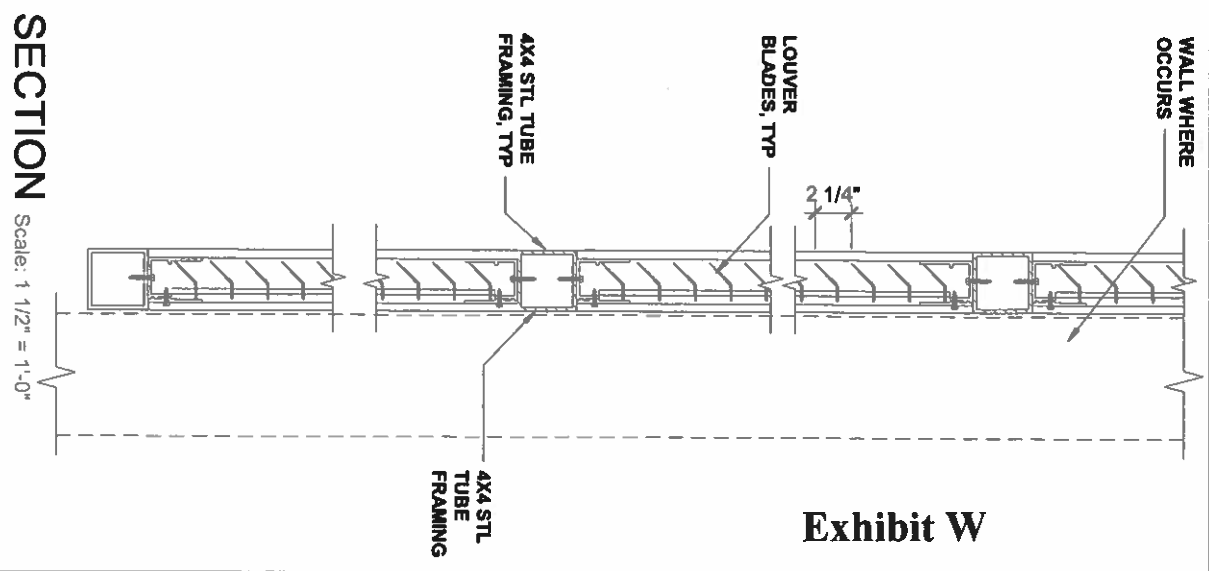
Exhibit V



SCREEN LOUVER AT PARKING - PLAN Scale: 1 1/2" = 1'-0"



SCREEN LOUVER AT PARKING - DETAIL Scale: 3" = 1'-0"



SECTION Scale: 1 1/2" = 1'-0"

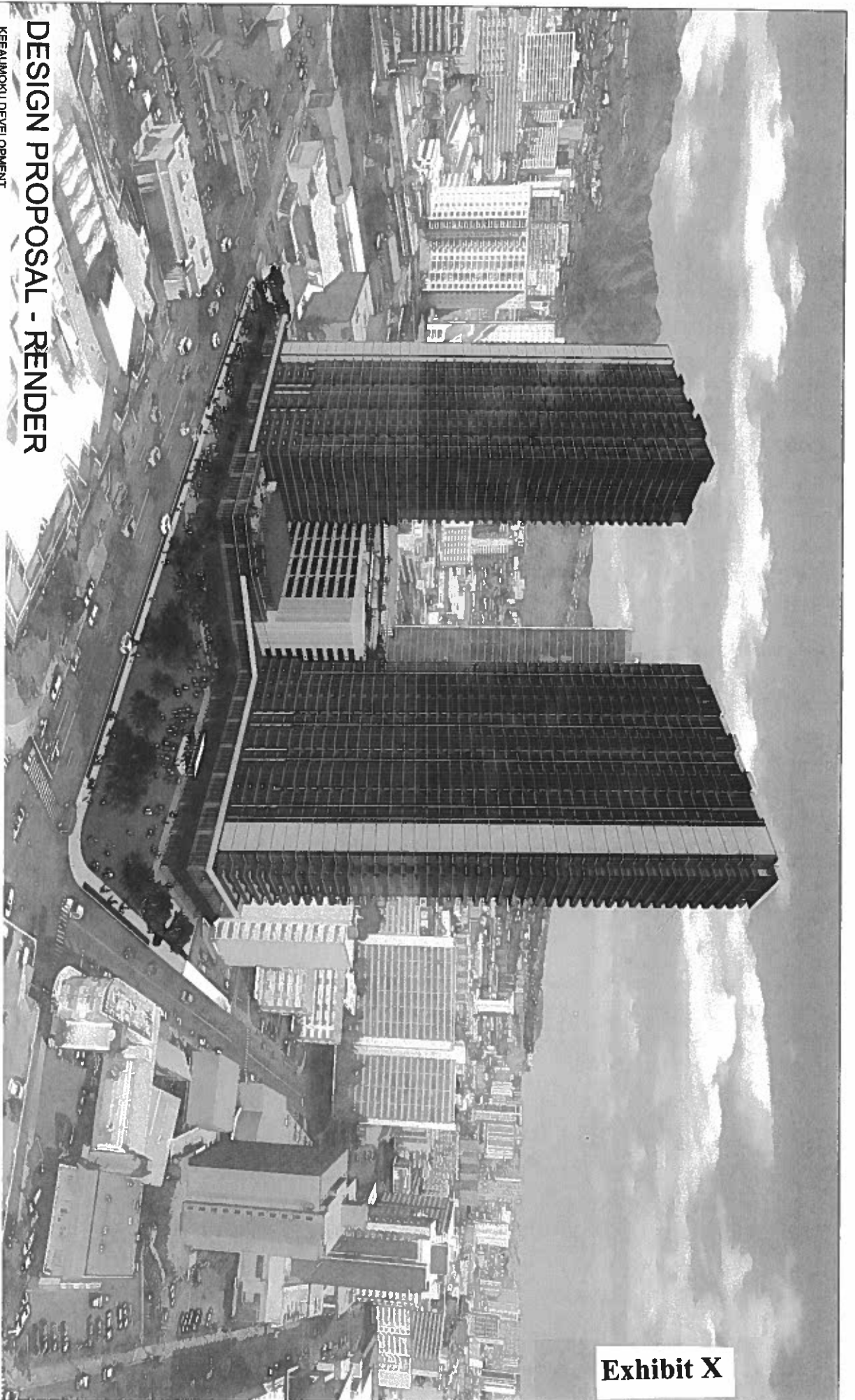


Exhibit X

DESIGN PROPOSAL - RENDER

KEE'AU'OMOKU DEVELOPMENT

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